

Feb. 2

THING HERE FROM OFF-SHORE

Netters Were Not Out Yesterday On Account of Heavy Wind.

Netting receipts at this port for yesterday amounted to 20,000 pounds. The fares for the most part small. On account of the wind yesterday, none of the fleet were out, consequently there were no landings. Off shore arrivals were reported to noon today, the only sailing being a few of the market from the shore which put in Saturday.

Today's Arrivals and Receipts.

Arrivals and receipts in detail

Nomad, gill netting, 2000 lbs. fish.
Orion, gill netting, 2000 lbs. fish.
Carrie and Mildred, gill netting, lbs. fresh fish.
Quartette, gill netting, 825 lbs. fish.
Lorena, gill netting, 840 lbs. fish.
Rough Rider, gill netting, 650 lbs. fish.
Little Fannie, gill netting, 2000 lbs. fish.
Mystery, gill netting, 800 lbs. fish.
Hugo, gill netting, 375 lbs. fish.
Quoddy, gill netting, 750 lbs. fish.
Mary F. Ruth, gill netting, 2500 lbs. fish.
R. J. Killick, gill netting, 2000 lbs. fish.
Sunflower, gill netting, 1000 lbs. fish.
Bryda F., gill netting, 600 lbs. fish.
Naomi Bruce, gill netting 1500 lbs. fish.
Sunflower, gill netting, 1000 lbs. fish.
Flavilla, via Boston.
Rose Standish, shore.
Mary F. Sears, shore.
Mary DeCosta, shore.
Russell, shore.
Adeline, shore.

TODAY'S FISH MARKET.

Salt Fish
George's codfish, large, \$5.00 per cwt.; medium, \$4.75; snappers, \$3.50.
Eastern halibut codfish, large, \$4.00; medium, \$4.50.
George's halibut codfish, large, \$4.00; medium, \$4.50.
Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50.
Haddock, \$2.00.
Lake, \$2.00.
Pollock, \$2.00.

Fresh Fish.

Splitting prices:
Haddock, \$1.15 per cwt.

Contd above

Feb. 2

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$3.50 per bbl.
Newfoundland pickled herring, \$4.50 per bbl.
Newfoundland frozen herring, 3 1-2c per lb.
Fresh halibut, 18c per lb for white and 14c for gray.

GOOD FARES AT T WHARF TODAY

Prices Are Down a Bit Under Pressure of Receipts in Dozen Trips.

Marketmen found a good supply of fresh fish on hand at T wharf, Boston, this morning when the week opened, just an even dozen fares reporting since Saturday.

Some nice trips were brought in, schs. Benjamin A. Smith having 60,000 pounds; Richard 56,000 pounds; James W. Parker, 75,900 pounds; Robert and Arthur, 47,000 pounds; Squanto, 59,000 pounds; steamers Foam, 62,000 pounds; Breaker, 60,000 pounds.

Opening prices quoted by the wholesalers were \$3.50 to \$4.60 a hundred pounds for haddock. \$5 for large and \$2.75 for market cod, \$3.50 to \$6 for hake and \$5 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Foam, 44,000 haddock, 12,000 cod, 6000 lemon sole.
Str. Breaker, 48,000 haddock, 5000 cod, 700 lemon sole.
Sch. Benj. A. Smith, 35,000 haddock, 18,000 cod, 2000 hake, 5000 cusk.
Sch. Squanto, 45,000 haddock, 14,000 cod.
Sch. Richard, 40,000 haddock, 9000 cod, 7000 cusk.
Sch. James W. Parker, 57,000 haddock, 14,000 cod, 2000 hake, 2000 cusk.
Sch. Robert and Arthur, 32,000 haddock, 11,000 cod, 4000 cusk.
Sch. Elva L. Spurling, 7500 haddock, 1400 cod, 1000 hake.
Sch. Matthew S. Greer, 7000 haddock, 1000 cod, 1000 cusk.
Sch. Mary P. Goulart, 4500 haddock, 800 cod, 1000 hake.
Sch. Esther Gray, 6500 cod.
Str. Heroine, 35,000 haddock, 2000 cod.
Haddock, \$3.50 to \$4.60 per cwt.; large cod, \$5; market cod, \$2.75; hake, \$3.50 to \$6; pollock, \$5.

Good Stock.

Capt. Fred Thompson in sch. Gov. Foss stocked \$1984 as a result of his 10 days haddocking trip, the crew each sharing \$41 clear.

Feb. 2

N. F. WANTS SHOW WITH CANADA

"What would you suggest?" somebody will ask, to give us an equal show with Canada in catering to the American trade. First, we would propose that a special bounty be given for vessels built in the country suitable for the American trade. The specification should call for a hundred-ton schooner at least, and she would be built on lines to combine safety, swiftness and strength. Next, we would suggest that every possible facility and inducement be held out to young fishermen all over the country to learn navigation, so as to enable them to take charge of these vessels. If these suggestions can be carried out, hundreds of brave and hardy young fishermen, who are leaving the country every year, will be induced to return to their native land and make a much better living than they are now making.—St. John's N. F., Trade, Review.

MASS. BANNER FISHING STATE

The State of Washington stands nearly ahead as the big state of fishermen in the Union. Massachusetts is her only superior, and perhaps Rhode Island would stand higher if she were not so small. But when the laws are enforced on the Pacific coast, it is predicted that Washington will have to get further away from the Bay State's lead.

Still the proportions reached by the Pacific coast fisheries are surprising. Massachusetts is declared the only state which has more money invested in fishing vessels than Washington. During the past year the output of the Pacific coast salmon canneries was \$35,000,000. But while salmon is the most important fish, there is a constantly growing offshore fleet engaged in catching halibut, while the codfishing in Behring Sea grows at the same time. It is claimed that train loads of fresh fish are shipped to the Middle West and East from Puget Sound ports, and that halibut from Puget Sound are sold in great quantities even in New England markets.—Fishing Gazette.

The Week's Receipts at T Wharf.

Fresh groundfish receipts at Boston for the week ending January 29 totalled 1,178,650 pounds from 52 fares, as compared with 2,012,270 pounds from 84 arrivals for the corresponding week of 1913.

Fishing Fleet Movements.

Schs. Frances S. Grueby, Manhasett and Gertrude DeCosta arrived at Liverpool Friday and cleared for fishing.

Feb. 2 101

NEW BRUNSWICK SMELT FISHERY

The winter smelt fishery of New Brunswick presents a picturesque sight to the visitor who has never seen this means of ice fishing. A writer describes the operations as follows:

"The nets had just been lifted and there by the shed lay the catch, thousands upon thousands of clean smelts, stiffening in the frosty night before, the water was fairly out of their quivering gills. At a little distance from the silver, shimmering pile yawned a wicked looking slit in the ice some three or four yards long and two feet wide, through which the black water oozed in oily looking swirls as the incoming tide sucked at the nets.

"At each end of the slit iron rings were fastened into the ice. The nets were lowered by means of long, upright poles slipped through these rings so that when the tide began to flow a bag was formed in which the unwary smelts entangled themselves nightly, to the complete reverse of their own small fortunes and the material betterment of the fishermen. It is no unusual thing to take from \$20 to \$25 worth in a night with a single net.

"There is another phase of the smelt industry which deeply impresses the dweller in smelt regions. And that is the opportunity it affords the small boy. In summer as you cross the open bridge over the bay you are continually stumbling across what part of his small body is not dangling over the water after his hook and line, and the fall finds him perennially drowning himself in foolhardy attempts to reach the channel across the thin ice, where some one has said the smelts are running. In winter, as he no longer tilts recklessly on his stomach across the slender rail of the bridge, you may foolishly suppose him annihilated.

"Not until the ice makes in November does the bagnet fishing begin. From the first of August until that time the fishing that the dealers depend upon is done with hook and line from boats, the small boy on the bridge being only an incident in the actual business. Dotted over the harbor, following the violet turnings of the channel, these boats dance and dip at their moorings, every now and then hauling in the lines that have always a wriggling drop of silver on the end that is taken off to add to the mounting pile in the center of the boat. If the day is warm the boats come in twice and three times to unload, that the smelts may be always fresh for the packing. This had to be done most carefully in ice, 30 pounds of fish to a box. These boxes are in turn packed in sawdust in larger boxes, and the whole shipped directly to the Boston and New York markets.—Fishing Gazette.

Yarmouth Fishing News.

Fishing news still continues scarce. Arrivals last week were the Dorothy G. Snow, with 15,000 pounds and the Loran B. Snow and Angie B. Watson, 8000 pounds each. The Dorothy sold to the Consumers at 3 1-4 cents—a low price. The Dorothy reports fish getting scarce on the offshore grounds.

YEARS DEATH AND PROPERTY TOLL

Thirteen Craft and 26 Lives Lost in the Gloucester Fisheries in 1913—Deaths Much Below Average Even of Recent Years.

Nine fishing vessels, one refrigerator steamer and three small gasoline boats, besides 26 lives, was the toll exacted by the sea from the fishing interests of this port last year, the latter figure including those who met watery graves by disaster or died on shipboard from natural causes.

For the first time for many years no record is given of men losing their lives by going astray from their vessels in fogs, every case of that sort reported during the year being later followed by news that the men had either been picked up or rowed ashore. Seven of the men lost were washed or fell overboard from their vessels, six were drowned by their schooner being run down by an ocean liner and five by their dory being swamped after leaving a supposed wreck, three were drowned by the capsizing of their dories, one was drowned by his dory being run down by the vessel, one was drowned in the dock while boarding his vessel and two were found dead in their bunks.

So far as is known only two of the men left widows and no fatherless children are reported, although some of the men left adult children.

One vessel, sch. Olympia, was run down and sunk on the banks by an ocean steamer, one craft, the refrigerator steamer Alcona, was burned at Bay of Islands, but the other crafts met their fate by stranding, either being driven or dragging ashore in gales.

The lost vessels had an aggregate tonnage of 2112 tons gross and 1537 tons net and were valued at \$166,500 with an insurance of \$100,290. Only three of the vessels were insured by the Gloucester Mutual Fishing Insurance Company, most of the others being placed in the Providence-Washington or Boston Insurance Companies. Three of the vessels were lost in the codfishery, two in the herring fishery, two in the mackerel fishery, three boats in the shore fishery, one gill netter and one on a trading voyage for green salt cod.

The number of vessels lost in 1912 was 10, including one boat, and with an aggregate gross tonnage of 837 tons and net tonnage of 604 tons. The total valuation being \$73,800 and an insurance of \$65,931. The number of lives lost was 48.

The number of vessels lost in 1911 was seven, including two boats, with an aggregate tonnage of 623 tons gross and 458 tons net, valued with their outfits and cargoes at \$55,000, on which was an insurance of \$43,148.

In 1910 only one vessel was lost, with a gross tonnage of 112 tons and a net tonnage of 78 tons net, and the number of lives lost was 25, leaving eight widows and 24 fatherless children, the loss of life being smallest for many years previous.

Losses of Vessels.

The losses of vessel property reported during the year were as follows:

Sch. Arrow 30.88 tons gross, 29.35 tons net, built in Boston in 1894, and owned by the Gorton-Pew Fisheries Company and engaged in the herring fishery, dragged ashore at Codroy, N. F., in November, 1912, and proved a total loss. Crew saved. Valued at \$3000 and insured for \$700 on the vessel and \$1500 on the outfits by the Providence-Washington Insurance Company.

Steamer Margaret D., 31 tons gross, 29 tons net, built at Ashtabula Harbor, Ohio, in 1909, and employed in gill netting, and owned by John A. Delmar, stranded on Milk Island, March 21. Valued at \$1000 and uninsured.

Sch. Massachusetts, 141.20 tons gross, 102.91 tons net, built in Essex in 1901, and owned by the Gorton-Pew Fisheries Company, went ashore at Gallantry Head, Miquelon, March 21, as the result of mis-staying. Valued at \$12,000 and insured for \$5158 on the vessel and \$3000 on the outfits by the Gloucester Mutual Fishing Insurance Company, and \$2500 on the vessel and \$800 on the captain's outfits by the Providence-Washington Insurance Company.

Sch. Arcadia, 127 tons gross, 90 tons net, built in this city in 1901, and owned by Sylvanus Smith & Co., Inc., employed in the mackerel fishery, dragged ashore at Ship Harbor, N. S., May 29, and proved a total loss. Crew saved. Vessel and outfits valued at \$9000, and insured for \$5176 on the vessel and \$2500 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Sch. Olympia, 77.84 tons gross, 50.28 tons net, built in Essex in 1899 and owned by Sylvanus Smith & Co., Inc., employed in the salt cod fishery, was run down by the Warren ocean liner

Sagamore in a dense fog off Sable Island June 17 and sunk at once. Eight of the crew were saved by climbing the fore rigging and jumping to the steamer's deck and five were drowned, their names being given below. Valued with outfits at \$6000 and insured for \$2993 on the vessel and \$1200 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Sch. Lucania, 147.22 tons gross, 104.34 tons net, built in this city in 1904, and owned by Sylvanus Smith & Co., Inc., engaged in mackerel fishing, went ashore near Truro, Cape Cod, July 5, and proved a total loss. Crew saved. The vessel and outfits were valued at \$12,000, and insured for \$8000 on the vessel and \$2500 on the outfits by the Providence-Washington Insurance Company. The wreck was afterwards sold by the underwriters and floated and renamed sch. Gracia F. Rio.

Sch. Arbutus, 120 tons gross, 86 tons net, built at Essex in 1893, and owned by the Cunniffham & Thompson Company, went ashore at Chippegan, Bay Chaleur, August 11, while on a salt codfishing trip. Crew saved. Vessel and outfits valued at \$5000 and insured for \$3638 on the vessel and \$2000 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Gasoline boat Liberty, unregistered, owned by Schwartz & Bernstein, swamped in the breakers off York, Me. October 3, crew saved. Valued with outfits at \$1000 and insured for \$600 on the vessel and \$300 on the outfits by the Providence-Washington Insurance Company.

Sch. Theodore Roosevelt, 125.44 tons gross, 90.90 tons net, built in Essex in 1901, and owned by Fred L. Davis, went ashore at Trout Cove, N. S., October 31, while on a voyage along the Nova Scotia coast for green salt cod. Crew saved. Vessel outfits valued at \$9000, and insured for \$5500 on the vessel and \$2000 on the cargo by the Boston Insurance Company.

Refrigerator steamer Alcona, 1191 tons gross, 868 tons net, built at Gibraltar, Mich., in 1878, and owned by the Gorton-Pew Fisheries Company, burned November 6 at Bay of Islands, N. F., where she was stationed for the purpose of freezing herring. The vessel, including her equipment and machinery was valued at \$100,000 and was insured for \$29,500 by the Providence-Washington Insurance Company, \$2000 in the Old Colony Insurance Company and \$20,000 in the British Dominion Insurance Company of England.

Sch. Diana, 123.37 tons gross, 89.44 tons net, built in Essex in 1903 and owned by Hugh Parkhurst & Co., went ashore at Shag Harbor, N. S., November 12, while on a haddocking trip, and proved a total loss. Crew saved. Vessel and outfits valued at \$10,000, insurance in litigation.

Gasoline boat Nita, unregistered, owned by Fred A. Day, caught fire November 14, off Provincetown and sunk. Crew saved. Valued at \$1200, and insured for \$1000 by the Old Colony Insurance Company.

Gasoline boat Jennie M., unregistered, owned by John Morash, sprung aleak and sunk July 2, while engaged in the shore fishing. Valued at \$300 and insured for \$225 by the Providence-Washington Insurance Company.

Sch. Quickstep, 104.68 tons gross, 75.79 tons net, built in Essex in 1889, owned by Joseph Bennett, engaged in

fresh fishing, went ashore at St. Mary's Bay, N. S., March 28, and was a total loss. Valued with outfits at \$8000 and uninsured.

Losses of Life.

Fred. Ernst, 28 years old, native of Nova Scotia, single, washed overboard from sch. Aloha, off Cape Cod, January 2.

Daniel McDonald, 30 years old, native of Nova Scotia, single, overboard from sch. John R. Brown, off Bay St. George, January 4.

Stephen Mayer, 32 years old, native of Newfoundland, single, and Merchant, 26 years old, single, native of Arichat, C. B., two of the crew of sch. Clintonia, drowned in the capsizing of their dory off Cape Cod, N. S., January 12.

James Kavanaugh, 56 years old, native of Francis Harbor, N. S., widower leaves two daughters, John Kenton, 31 years old, native of this city, single, two of the crew of sch. Cavalier, washed overboard from sch. Cavalier on St. Peter's Bay, January 4.

Robert H. Stuart, 72 years old, native of Deer Island, N. B., drowned in the dock of Sylvanus Smith & Co., Inc., January 29, while boarding vessel.

Henry Lawson, 36 years old, native of Sweden, one of the crew of Fannie A. Smith, fell overboard March 5 in boarding his vessel at the wharf of Sylvanus Smith & Co.

Edward Cox, 30 years old, native of Bay of Islands, N. F., single, washed overboard from sch. Ramona, en passage to St. Pierre, March 21.

John A. Doggett, master, 50 years old, native of Portland, Me., left wife and children; John Loring, 35 years old, son of the captain, 25 years old, native of Portland, Me., single; William Sullivan, 40 years old, native of Eastport, Me., single; Ramie, 45 years old, native of Portland, N. S., widower, left several grown up children; Frank Banner, 38 years old, native of Eastport, Me., single; Fred Train, 45 years old, native of Portland, Me., drowned by the capsizing of sch. Olympia by the vessel being run down by the Warren steamer Sagamore off Sable Island June 17.

David Carter, 50 years old, native of Nova Scotia, widower, one of the crew of sch. Senator Saulsbury, found dead in his bunk, July 8, heart disease.

Tyson Conrad, 45 years old, native of Volgar's Cove, N. S., single, overboard from sch. Asphincta, Grand Banks, June 4.

Gus Nelson, 32 years old, native of Sweden, single, one of the crew of John J. Fallon drowned by the capsizing of his dory in South Channel August 18.

Charles Furlong, 60 years old, native of Placentia, N. F., single, was found dead in his bunk on board sch. Senator Saulsbury at Provincetown, November 4 from heart disease.

Capt. Vincent Nelson, master, 50 years old, native of Provincetown, left widow and five adult sons; Fletcher, 27 years old, native of N. S., single; Ross Worthen, 30 years old, native of Provincetown, N. S., single; Theophilus Landry, 30 years old, native of Arichat, C. B., single; Ben Kenney, cook, 62 years old, native of Glenwood, N. S., captain, four of the crew of sch.

Contd above

Contd above

Contd above

Contd on p. 103

Parker, left the schooner after the
had struck on Rose and Crown
at on the night of November 1, the
tain and three men being drowned
the swamping of their dory and
cook being washed overboard. Ten

	Gross	Net
	Ton-	Ton-
	nage.	nage.
.....	1191	868
.....	120	86
.....	127	90
.....	30	29
.....	123	89
.....
.....
.....	147	104
.....	31	29
.....	141	102
.....	77	50
.....	125	90
.....	2112	1537

ashed overboard from vessel ... 6
essel run down by steamer 5
owned after leaving wreck 3
owned by dory capsizing 2
and dead in bunk 2
all from wharf in boarding vessel 2
all overboard from vessel 1
ory run down by vessel 1

bers of the crew escaped in their
ries and were picked up.

Horace Nickerson, 30 years old, na-
ve of Woods Harbor, N. S., single,
to of the crew of sch. Onato, was
owned in South Channel November
by his dory being run down by the
essel.

Joseph Devol, 23 years old, native of
foundland, single, one of the crew
sch. Monitor, was washed from the
ain boom and drowned on Grand
banks on November 1.

Horace Nickerson, 30 years old, na-
ve of Woods Island, N. S., single,
ent astray from the schooner in
outh Channel, November 2, and was
ever heard from.

Lewis Crowell, 55 years old, native
Nova Scotia, left a widow, one of
the crew of sch. Warren M. Goodspeed
rowned December 6 off Highland
ht by the capsizing of his dory.

Summary of the Losses.

The summary of the losses is as fol-
ows:

Fishery.	Value.	Insur- ance.
Herring	\$100,000	\$51,500
Salt cod	6,500	5,638
Mackerel	9,000	7,676
Herring	1,000
Haddocking	10,000
Shore	300	225
Shore	1,000	600
Mackereling	12,000	10,500
Gill netting	1,000
Salt cod	12,000	11,458
Shore	1,200	1,000
Salt cod	6,000	4,193
Green salt cod	9,000	7,500
	\$166,500	\$100,290

Salt Mackerel Imports.

Imports of salt mackerel received
Boston to date totals 24,572 barrels
compared with 24,193 barrels of
the 1913 catch.

POOR WEEK AT FULTON MARKET

All things considered last week was
a poor one, as far as the salt water
fish market is concerned. There was
plenty of green fish to be had, in
nearly every case, at low prices and
still buyers held off and took only
sufficient stock to meet their immedi-
ate wants.

Groundfish was low in price during
the latter part of the week and would
have been lower had the sound boats
arrived on scheduled time. The boat
due on Tuesday did not get in until
the following day while Friday's boat
had not put in an appearance up to
now. She carried 700 or 800 pack-
ages of fish. Both vessels were de-
layed by the fog.

Groundfish prices follow: Market
cod, 3 to 5 cents; steak cod, 6 1-2 to
10 cents; haddock, 6 to 8 cents; hake,
6 to 9 cents; pollock, 5 to 8 cents.

During the first three days of the
week, western white halibut brought
14 cents Wednesday sales were made
at 10 to 11 cents and Friday at 9
to 10 cents.

Bluefish were scarce, the crafts in
the south being unable to get enough
bait. Sales were made at 16 to 20
cents.

Fishermen Keener Now.

On her last home-bound trip we
note that the Portia brought a con-
siderable quantity of herring from
Bonne Bay for baiting purposes for
the fishermen of Channel, Burgeo and
vicinity. This is a new departure,
and shows that fishermen have got
past the idea of depending on a local
bait supply. Time was, when if fish-
ermen could not procure bait in their
neighborhood, they simply sat down
and waited till they did get it on lo-
cal grounds, and the lost time involv-
ed in waiting meant thousands of
dollars gone from the purses of the
fishermen. Fishermen are keener
these days, and will go farther afield
for their bait supply.—St. John's N. F.,
Trade Review.

NO CHANGE AT FERNANDINA

The condition as to the bluefishing
industry at Fernandina, Florida, re-
mains unchanged, the Times corres-
pondent writes. A few of the fleet are
out, trying for a trip, but so far, there
have been no catches of blues. Two
vessels report schools of fish, 25 miles
southeast of Fernandina, but were un-
able to determine the variety.

Arrivals last week were: Schs. Ma-
ry A. Gleason, 25,000 pounds red
snappers; Anna and Ella, 1500 pounds
sea bass.

SHORE BOATS WILL MAKE SET TODAY

Off-Shore Arrivals Still An Unknown Quantity at This Port.

No arrivals from off shore were re-
ported here up to noon today. Quite a
number of the shore boats got under-
way this morning, taking advantage of
favorable weather to make a set.

Gill netting receipts were small, but
a handful of the steamers being out
yesterday.

Today's Arrivals and Receipts.

The arrivals and receipts in detail
are:

Str. Ethel, gill netting, 800 lbs. fresh
fish.

Str. Sunflower, gill netting, 700 lbs.
fresh fish.

Str. Prince Olaf, gill netting, 1200
lbs. fresh fish.

Str. R. J. Killick, gill netting, 2200
lbs. fresh fish.

Str. Gertrude T., gill netting, 2000 lbs.
fresh fish.

Str. Carrie and Mildred, gill net-
ting, 300 lbs. fresh fish.

Str. Rough Rider, gill netting, 750
lbs. fresh fish.

Str. Quartette, gill netting, 200 lbs.
fresh fish.

Str. Lorena, gill netting, 290 lbs. fresh
fish.

Str. Hugo, gill netting, 455 lbs. fresh
fish.

Vessels Sailed.

Sch. Senator Gardner, Boston.

Sch. Cecil H. Low, Providence.

Sch. Juno, haddocking.

Sch. Mary Edith, haddocking.

Sch. Mary DeCosta, haddocking.

Sch. Manomet, haddocking.

Sch. Harriett, haddocking.

Sch. Adeline, haddocking.

Sch. Mary F. Sears, haddocking.

Sch. Genesta, haddocking.

Sailed Monday.

Sch. Mary F. Curtis, haddocking.

Sch. Emily Sears, haddocking.

Sch. Francis J. O'Hara, Jr., had-
docking.

Sch. Rhodora, halibuting.

TODAY'S FISH MARKET.

Salt Fish

Handline Georges codfish, large,
\$5.75 per cwt.; medium, \$4.75; snap-
pers, \$3.50

Eastern halibut codfish, large,
\$5.00; medium, \$4.50.

Georges halibut codfish, large,
\$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums \$2.00;
snappers, \$1.50

Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$2.00.

Fresh Fish.

Splitting prices:
Haddock, \$1.15 per cwt.
Eastern cod, large, \$2.25; medium,
\$2.00; snappers, 75c
Western cod, large, \$2.50; medium,
\$2.15; snappers, 75c.
All codfish, not gilled, 10c per 100
pounds less than the above.

Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50;
snappers, 50c.
Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring,
\$3.50 per bbl.

Newfoundland pickled herring,
\$4.50 per bbl.

Newfoundland frozen herring,
3 1-2c per lb.

Fresh halibut, 18c per lb for white
and 14c for gray.

The News from Lunenburg.

The news from Lunenburg these days
is that the captains are busily en-
gaged in selecting their crews and
getting ready for their first spring trip.
As to whether the fleet will be larger
or smaller than last year, we are un-
able to obtain any definite information,
but along the water front it is esti-
mated that it will be about the same
as last year. The result of the season
work in 1913 was somewhat better
than in 1912, but not so good as 1910
and 1911, which were the best years in
the history of the Lunenburg fleet.—
Halifax Maritime Merchant.

Fishing Fleet Movements.

The fishing schooner Angie B. Wat-
son, Capt. Thomas Scolfield, which
has been fishing on the Nova Scotia
coast the past three months, was re-
ported at Rockland Friday and will
come to Portland this week.

On the Railways.

Sch. Rose Standish is on Rocky Neck
railways.

On Burnham Brothers' railways is
sch. Esther Gray.

Steamer Ethel is on Parkhurst's
railways.

Lockport Fishing News.

The fishing during last week was
very good. On Friday over 150,000
lbs. were landed, the largest amount
on one day for some time. The lob-
ster fishing is good this season, about
1,875 cases having been shipped so
far.

List of fish for last week: 201,696
lbs. mixed fresh fish.

List of fishing vessels: Gill net-
ter Pad Locke, 3,808 lbs. mixed fish;
gill netter L. M. Hodge, 3,475 lbs.
mixed fish; Togo, 10,413 lbs. mixed
fish; Nellie Viola, 17,100 lbs. mixed
fish; Dolly Gray, 4,500 lbs. mixed
fish; Lue S., 13,000 lbs. mixed fish.
Bohema, 17,000 lbs. mixed fish; Ohio
8,000 lbs. mixed fish; Lydia May,
19,000 lbs. mixed fish; Vermont, 13,000
lbs. mixed fish; R. L. McKenzie, 20,
000 lbs. mixed fish; Alcyone, 4,690 lbs.
mixed fish; Ella M. Rudolph, 12,000
mixed fish; Julia Opp, 15,000 lbs.
mixed fish; Julia Opop, 15,000 lbs.
mixed fish; Gladis Thorborn, 10,000
lbs. mixed fish; Olive V., 1,500 lbs.
mixed fish; Roseway, 13,000 lbs. mix-
ed fish; Ronald B., 4,000 lbs. mixed
fish; Helen G. McLean, 12,000 lbs.
mixed fish.

Fishing Fleet Notes.

A number of the halibuters are fit-
ting and getting underway for the
season.

Sch. Cynthia has sailed on a trip
in command of Capt. Grimes.

Sch. Avalon is fitting under com-
mand of Capt. James McLean.

Sch. Stiletto is getting ready for
fishing and will again be commanded
by Capt. William Grady.

Sch. Corona has fitted for halibut-
ing under command of Capt. Wallace
Parsons.